**National plan**

**for search and rescue in the Republic of Kazakhstan**

**Foreword**

This National Plan for Search and Rescue in the Republic of Kazakhstan (hereinafter referred to as the NSRP) has been developed in order to present the system of search and rescue flight support in the Republic of Kazakhstan to the national and international aviation community. The plan was developed based on the provisions of Annex 12 "Search and Rescue" to the Convention on International Civil Aviation, the Aviation and Maritime Search and Rescue Manual (IAMSAR Manuals, DOC 9731, edition 2019), the European Search and Rescue Plan (EUR Doc 039), national legislation in the field of search and rescue and emergency response.

The NSRP describes how the work of the search and rescue service will be provided, organized and supported. Supplement to the NSRP are plans for organizing search and rescue operations (works) developed for each search and rescue region. Such plans are approved by the head of the Coordinating Council, the head of the regional territorial subdivision of the authorized body in the field of civil protection and the representative of the authorized body in the field of state aviation, which is part of the Coordinating Council.

Definitions and abbreviations used in the NSRP are specified in Appendix 5 to this NSRP.

**Chapter 1. Strategic vision of the search and rescue flight support system**

**Paragraph 1. General concept of the system**

1. Based on the international obligations of the Republic of Kazakhstan, the great importance of saving the lives of people, in particular those in distress in the aviation and maritime fields of activity, is recognized. In this regard, the Republic of Kazakhstan has established the legal framework for the functioning of the search and rescue system on its territory and ensured the implementation of a number of organizational measures in support of it, including the allocation of human, material and financial resources.

2. Search and rescue is organized throughout the territory of the Republic of Kazakhstan and in the adjacent water area of the Caspian Sea, in which search and rescue regions are established. The boundaries of search and rescue regions coincide with the flight information regions or regions of responsibility of local ATC units or regions or radii of search and rescue aircraft (current information on the boundaries of search and rescue regions is set out in Appendix 1 to this plan).

3. On the entire territory of the Republic of Kazakhstan and the adjacent waters of the Caspian Sea, which are included in the region of ​​responsibility for search and rescue flight support, the following is provided:

search and rescue coordinators capable of initiating and coordinating search and rescue operations on land, at sea and in the air, 24 hours a day, seven days a week;

properly located and trained ground, sea and air search and rescue forces (teams) and equipment available for search and rescue operations at the request of search and rescue coordinators;

search and rescue forces and long-range assets capable of conducting operations in established search and rescue regions and in order to assist neighboring regions.

4. Search and rescue flight support includes:

1) organizing the duty of search and rescue forces and equipment, ATC services;

2) equipping search and rescue forces (teams) with emergency rescue property and equipment;

3) equipping the aircraft and flight personnel with means of rescue and life support.

5. Search and rescue operations (works) (hereinafter referred to as SARO(W)) include the search for and assistance to persons who are or are (it is believed) in imminent danger of death. The two operations, search and rescue, can take different forms, depending on whether both are required or not, the size and complexity of

the operation, and the personnel and equipment available. Search and rescue does not include the rescue or preservation of property, unless the act is inseparable from the act of protecting human life.

6. SARO(W) are organized and carried out for the purpose of rescuing passengers and crew of the aircraft in distress or has been in distress. This function is carried out through the ability of various authorities and organizations (described below) to coordinate some or all of the following activities:

1) receive detailed information about people on board aircraft in distress or requiring assistance, monitor, investigate and evaluate such information;

2) deploy appropriate search and rescue forces and facilities, maintain communication between them and the appropriate coordinators of operations;

3) maintain search and rescue forces and facilities in constant readiness;

4) deliver rescued persons to a safe place.\*

7. The plan covers all search and rescue operations carried out in the Kazakhstan search and rescue region (SRR) at sea and on land (Appendix 1 (SRR Map)).

**Paragraph 2. Scope of the National Search and Rescue Plan in the Republic of Kazakhstan**

8. The national plan for search and rescue in the Republic of Kazakhstan describes the main provisions set out in the national regulatory legal acts developed on the basis of Annex 12 "Search and Rescue" to the Convention on International Civil Aviation, International Aviation and Maritime Search and Rescue (IAMSAR) Manuals, DOC 9731 2019 edition), European Search and Rescue Plan (EUR Doc 039), national legislation on search and rescue and emergency response. These documents contain more detailed requirements for the management of search and rescue operations.

\* A safe place is a place where rescue operations are considered to be completed and where:

a) the safety or life of the victim is no longer endangered;

b) basic human needs (such as food, shelter and medical needs) can be met;

c) transportation of the casualty to the next or final destination can be arranged.

9. Search and rescue operations implemented under this plan:

search and rescue support for flights (including emergency and rescue support for flights at the aerodrome and in the vicinity of airports);

provision of first aid to persons on board the aircraft, including at or near the scene of a disaster (for example, first aid or consultation, medical evacuation, provision of essential food or clothing for survivors);

transfer of rescued persons to a safe place or where additional assistance can be provided, or, if necessary, their further transportation is arranged;

preservation of property, when this can be done at the same time as saving lives.

10. This plan does not cover the following types of search and rescue operations or activities:

air ambulance services;

carrying out search and rescue operations in the liquidation of emergency situations of a natural nature;

military operations such as combat search and rescue operations or operations to restore military infrastructure;

any type of search and rescue operations, the implementation of which is due to situations other than those resulting from the use of air transport;

assistance in the event of riots, uprisings or other emergencies that endanger the life or health of people or their property or disrupt the normal course of government.

**Paragraph 3. Objectives of the National Plan for Search and Rescue in**

**Republic of Kazakhstan**

11. The purpose of the NSRP is to facilitate a planned and nationally coordinated search and rescue response for people on board aircraft in distress in the air, at sea or on land. The NSRP describes a framework for cooperation between services and organizations that contribute to the effective conduct and improvement of the search and rescue service, including on-site operations, planning, training and exercises. Other objectives of the NSRP plan are as follows:

present a management and oversight structure that ensures effective coordination and management of the search and rescue flight support system for the Republic of Kazakhstan that meets domestic needs and complies with international obligations;

describes the roles and responsibilities of public authorities, enterprises and organizations that provide or support the SARS system;

determines the goals, priorities and expected results of search and rescue operations of services in Kazakhstan and measures for their periodic review and adjustment in order to increase the efficiency, economy and safety of all participants;

describes the SARS national region of ​​responsibility;

describes the facilities, personnel and equipment available for search and rescue operations;

sets out the established requirements for providing training, qualification standards and procedures for certification of the personnel involved.

12. Financing of services related to search and rescue support of flights is carried out as follows.

In accordance with the Law of the Republic of Kazakhstan "On the use of the airspace of the Republic of Kazakhstan and the activities of aviation", search and rescue of aircraft of any state, passengers and crew members are carried out on the territory of the Republic of Kazakhstan at the expense of the state budget. When organizing and implementing SARO(W), the forces and means of state bodies (enterprises) are involved and used in accordance with their competence and charter, as well as the crews of aircraft located in the search and rescue region.

Based on these provisions, the forces and means of the state bodies involved in the SARO(W) will be financed from the state budget.

In addition, civil aviation organizations whose aircraft participated in the SARO(W) are reimbursed for expenses from the state budget for search and rescue operations that arose during the period from the issuance of the command to raise the search and rescue aircraft and until the announcement of the end or suspension of the SARO(W ) and the return of the involved aircraft to the places of initial deployment (base).

13. Taking into account the significant size of the territory of the search and rescue region of ​​the Republic of Kazakhstan, and the need to cover it with the regions of operation of search and rescue aircraft on duty, the duty of search and rescue aircraft in civil aviation is carried out at the expense of charges for air navigation services.

14. Regarding the financing of activities for the provision of assistance at the request of other states, then usually, according to the agreements concluded by the Republic of Kazakhstan, such expenses are compensated by the Republic of Kazakhstan independently.

**Paragraph 4. International obligations**

15. The system of search and rescue of the Republic of Kazakhstan for the purposes of civil aviation is based on the observance by the Government of the Republic of Kazakhstan of the following international conventions and guidelines:

Convention on International Civil Aviation (1944, hereinafter referred to as the Convention) and Annex 12 "Search and Rescue" to it;

International Aviation and Maritime Search and Rescue (IAMSAR) Manuals Volumes 1, 2 and 3.

16. The Convention imposes obligations on each Contracting Party to the Convention to ensure that the necessary mechanisms are in place in the event of an aircraft in distress and to coordinate assistance measures in their region of ​​responsibility for rescuing people in distress.

17. The International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual is intended to assist States in meeting their own search and rescue needs and the obligations they have assumed under the Convention on International Civil Aviation. The manual provides guidelines for air and maritime transport to organize and maintain search and rescue systems. States are encouraged to develop and improve their search and rescue services, cooperate with neighboring states, and eventually consider their search services as part of the global search and rescue system.

**Paragraph 5. National legislation**

18. The Republic of Kazakhstan adopted the Law of the Republic of Kazakhstan "On Civil Protection", which regulates public relations arising in the process of carrying out civil protection measures, and is aimed at preventing and eliminating natural and man-made emergencies and their consequences, providing emergency medical and psychological assistance to the population in the emergency zone, ensuring fire and industrial safety, and also determines the main tasks, organizational principles for the construction and functioning of the civil defense of the Republic of Kazakhstan, the formation, storage and use of the state material reserve, the organization and activities of emergency rescue services and formations.

19. In 2010, the Law of the Republic of Kazakhstan "On the Use of the Airspace of the Republic of Kazakhstan and Aviation activities" was adopted, Chapter 13 of which defines the basics of organizing the search and rescue of aircraft, their passengers and crew members. In the implementation of this Law, the Government of the Republic of Kazakhstan adopted the Rules for the Organization of Search and Rescue Support of Flights on the Territory of the Republic of Kazakhstan (Resolution of the Government of the Republic of Kazakhstan dated November 4, 2011 No. 1296) (hereinafter referred to as the SARS Rules), which were developed on the basis of Annex 12 to the Convention on International Civil Aviation. The SARS rules establish:

1) the procedure for emergency notification, the scheme of organization of search and rescue of aircraft has been in distress or in distress, as well as their passengers and crew members;

2) requirements for personnel and equipment of necessary equipment and means of communication of air traffic service bodies, air traffic control, search and rescue teams, emergency rescue services of state bodies, aircraft operators;

3) the procedure for the development, coordination and approval of the plan of search and rescue operations;

4) distribution of responsibility and organization of activities between all state bodies, air traffic service bodies, air traffic control, search and rescue teams, emergency rescue services of state bodies, aircraft operators and airports that jointly form a search and rescue service on the territory of the Republic of Kazakhstan;

5) the procedure for reimbursement of costs to civil aviation organizations when they carry out search and rescue operations (works) and participate in their provision.

20. In addition, the provisions concerning the conduct of search and rescue operations are reflected in detail in various rules, instructions and procedures, such as the Instructions for the Organization and Maintenance of Air Traffic, the Rules of Flight Operations in the field of civil aviation, the Rules of Emergency Flight Support and other acts.

**Paragraph 6. International cooperation**

21. The search and rescue region of the Republic of Kazakhstan borders with the SRR of the Russian Federation, the People's Republic of China, the Kyrgyz Republic, the Republic of Uzbekistan, the Republic of Turkmenistan, the Republic of Azerbaijan. Annex 2 lists the international agreements concluded by the Republic of Kazakhstan in the field of aviation search and rescue, as well as other international agreements of a general nature with other countries that facilitate coordination during search and rescue.

22. To provide the necessary assistance to aircraft has been in distress or in distress, the territory of the Republic of Kazakhstan is allowed:

1) search and rescue forces and means of other states;

2) owners and operators of these aircraft;

3) the authorities of the state in which the aircraft are registered, has been in distress or in distress.

The procedure for admission of foreign search and rescue aircraft is established by the Rules of Use of the Airspace of the Republic of Kazakhstan. Special (diplomatic) permits are issued by the Ministry of Foreign Affairs of the Republic of Kazakhstan for one-time flights of state and experimental aircraft involved in search and rescue operations. The Civil Aviation Committee of the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan is the responsible body for issuing permits for flights of foreign search and rescue aircraft with civil status.

The procedure for admission of ground search and rescue teams of foreign states is determined by the legislation of the Republic of Kazakhstan, unless another procedure is established by international treaties of the Republic of Kazakhstan with such states.

23. The Program of Simplification of formalities in International Air transportation, which is a set of measures designed to facilitate the establishment of procedures for the simplification of formalities in civil aviation of the Republic of Kazakhstan, approved by the Decree of the Government of the Republic of Kazakhstan dated April 20, 2015 No. 243, establishes special measures to ensure (facilitate) temporary admission to the territory of the Republic of Kazakhstan of qualified personnel necessary for carrying out search operations, rescue, accident investigation, repairs or salvage of property that are carried out in connection with the disappearance or damage to the aircraft.

24. All procedures required for entry into the airspace of the Republic of Kazakhstan of search and rescue aircraft are specified in the Aeronautical Information Publication of the Republic of Kazakhstan (www.ans.kz/en/ais/eaip ).

**Paragraph 7. Management and oversight of the search and rescue system**

25. The search and rescue system in the Republic of Kazakhstan includes strategic, tactical and operational aspects.

26. At the strategic level, the compliance of the national SARS system with international requirements is ensured, and a policy is established within which decisions are made at the tactical level.

27. At the tactical level, search and rescue operations are managed, including resource allocation, planning and coordination of ongoing operations and the acquisition of additional resources, if necessary, as well as training.

28. At the operational level, interested bodies and organizations manage the practical work carried out at the event site(s) and related regions.

29. This paragraph describes the governance and oversight structure for these three levels of governance.

30. The determination of the policy in the search and rescue system in the field of air transport is entrusted to the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan (hereinafter – MIID RK), in particular its structural subdivision - the Civil Aviation Committee. As part of the development and improvement of the functioning of the system, technical personnel of JSC "Aviation Administration of Kazakhstan", RSE "Kazaeronavigatsia", JSC "Kazaviaspas" and other organizations are involved. The definition of policy in the search and rescue system is coordinated with the authorized body in the field of civil protection – the Ministry of Emergency Situations of the Republic of Kazakhstan (hereinafter – MES RK) and the authorized body in the field of state aviation – the Ministry of Defense of the Republic of Kazakhstan, in order to properly use the available resources of emergency services and facilities.

31. Management of the search and rescue system:

the general management of search and rescue support of flights on the territory of the Republic of Kazakhstan is carried out by the Coordinating Council;

The Coordinating Council is an advisory body and is formed by a joint decision of the MIID RK, MES RK and the Ministry of Defense of the Republic of Kazakhstan;

The Coordinating Council is headed by a representative of the Civil Aviation Committee of the MIID RK;

officials who are members of the Coordinating Council are national coordinators for improving the search and rescue system, who are responsible for creating and ensuring the work of the search and rescue service and proper coordination of the planning of the work of this service.

Oversight (control) over search and rescue support of flights: in the Republic of Kazakhstan there are several levels of oversight (control) over search and rescue support of flights.

Oversight (control) is the process of verifying that the service provider complies with applicable regulations and achieves an acceptable level of performance and safety, and that this is carried out in accordance with the powers delegated by the State in which such powers are provided by law.

33. From a practical point of view, effective oversight (control) is a vital component of accountability, risk management and flight safety throughout the country, as well as areas where sovereignty is not defined, but the Republic of Kazakhstan provides all types of air traffic services (the Caspian Sea).

34. International oversight: Aviation search and rescue services are subject to periodic international inspection by the International Civil Aviation Organization (ICAO) on the basis of agreed protocols and memoranda of understanding.

35. Oversight of the provision of services (functions) of the Aviation Coordination Center for Search and Rescue (hereinafter - ARCC):

Oversight of the provision of the functions of the ARCC is the responsibility of JSC "Aviation Administration of Kazakhstan". Oversight of the ARCC is carried

out in the form of annual inspections of the ARCC, including the level of qualification of personnel, the availability of appropriate equipment and procedures.

36. Oversight of search and rescue units included in the operational Plans of the SARO(W): JSC "Aviation Administration of Kazakhstan" oversees search and rescue aviation units, such as:

civilian helicopter units or units with fixed-wing aircraft;

emergency rescue units of airports (including medical);

the point of contact of search and rescue of the International Search and Rescue System (COSPAS-SARSAT).

Other aviation units under the jurisdiction of the Ministry of Defense of the Republic of Kazakhstan, MES RK and the National Security Committee of the Republic of Kazakhstan are checked for compliance with the legislation by the relevant oversight authorities of these departments.

37. Oversight of the ground search and rescue teams of the regional departments of MES RK (included in the operational plans of the SARS) is carried out by the relevant units of MES RK.

38. Oversight at the system level: the coordinating council evaluates, among other things, the effectiveness and adequacy of the National Plan for Search and Rescue in the Republic of Kazakhstan and the search and rescue system as a whole according to key performance criteria and issues recommendations to MES RK and the Ministry of Defense of the Republic of Kazakhstan on improvements in the SARS system in accordance with emerging requirements, new technologies and other factors.

**Paragraph 8. Roles and responsibilities of state bodies and organizations in the system of search and rescue support of flights**

39. In accordance with the national and international obligations of the Republic of Kazakhstan in the field of search and rescue, state bodies and organizations of the Republic of Kazakhstan perform the following tasks and functions:

1) The Civil Aviation Committee of the MIID RK is a state body responsible for defining and implementing state policy in the field of civil aviation. Is the responsible body for the development and promotion of state policy in search and rescue systems in accordance with the requirements of ICAO and taking into account the accumulated national experience, the development and maintenance of the National Plan for Search and Rescue in the Republic of Kazakhstan, the administration of the Coordination Council;

2) The MES RK is a state body of the Republic of Kazakhstan that provides leadership in the regions of prevention and liquidation of natural and man-made emergencies, civil defense, fire and industrial safety, formation and development of the state material reserve, ensuring the functioning and further development of the state civil protection system, organization of fire prevention and extinguishing;

3) Air Forces of the Armed Forces of the Republic of Kazakhstan (hereinafter referred to as the Air Forces) – provides protection of the air borders of the Republic of Kazakhstan; air defense of state, administrative and military facilities; performance of combat missions for aviation support of other types and branches of the Air Forces. Depending on the decision of the Coordinating Council, the aircraft of the Air Forces may be involved in duty in the interests of search and rescue, as well as by the decision of the operational headquarters to expand the region of search and rescue operations. In addition, the RPLG (rescue parachute landing group) and GSRT (ground search and rescue team) of the Air Forces can be on board search and rescue aircraft for landing or moving to the disaster region;

4) the border service of the National Security Committee of the Republic of Kazakhstan provides support to the system of search and rescue support of flights by providing both aviation search and rescue forces and means, and marine under a separate agreement;

5) divisions of the Ministry of Internal Affairs of the Republic of Kazakhstan – in accordance with the Rules for the Investigation of Aviation Accidents and Incidents in Civil and Experimental Aviation, approved by Order No. 505 of the Minister for Investment and Development of the Republic of Kazakhstan dated July 27, 2017, in cooperation with the Chairman of the Commission for the Investigation of an aviation accident, organize the safety of the aircraft, its contents and those on board the scene of the incident of physical evidence;

6) The Department for the Investigation of Accidents and Incidents in Transport of the MIID RK (hereinafter - DIAIT) – carries out the investigation of aviation accidents in the field of civil aviation;

7) Joint Stock Company "Aviation Administration of Kazakhstan" (website www.aak.kz ) (hereinafter - AAK) - provides technical support to the Civil Aviation Committee for the creation, implementation and support of the regulatory framework, implements a program of oversight in the field of civil aviation, corresponding to the scale and complexity of the search and rescue flight support system for civil aviation;

8) Republican state Enterprise "Kazaeronavigatsia (www website ans.kz ) - a national provider of air navigation services, provides support to the search and rescue system by providing emergency notification services about accidents and incidents, services of the Search and Rescue Coordination Center, contracts for the duty of helicopters and airplanes in the interests of the SARS;

9) The Center for receiving and Processing emergency information of the COSPAS-SARSAT satellite system - for receiving information from the COSPAS-SARSAT system about a disaster. This center is defined by the joint order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated May 30, 2019 No. 337 and the Minister of Internal Affairs of the Republic of Kazakhstan dated June 14, 2019 No. 539. Contact details for this Center are indicated in the Aeronautical Information Publication of the Republic of Kazakhstan (ans.kz/kz/ais/eaip ) in section GEN 3.6.

**Paragraph 9. Coordination council**

40. The purpose of the Coordinating Council is to provide strategic coordination, guidance and management of the national SARS system in the Republic of Kazakhstan. The Coordinating Council meets at least three times a year and is accountable to the Ministries of Industry and Infrastructure Development, Emergency Situations and Defense of the Republic of Kazakhstan on an annual basis.

41. The composition and working procedure of the Coordinating Council are determined by a joint decision of the Ministries of Industry and Infrastructure Development, Emergency Situations and Defense of the Republic of Kazakhstan.

42. The Coordinating Council performs the following functions:

1) coordinates the activities of state bodies, aircraft operators to organize search and rescue in case of aviation accidents, assistance to persons in distress;

2) organizes interaction with emergency services of various sectors of the economy of the Republic of Kazakhstan;

3) considers agreements and contracts with search and rescue services of foreign states for joint SARO(W) and search and evacuation operations;

4) conducts a unified technical policy when developing, issuing orders and putting into operation new technical means of search and rescue and evacuation, as well as participates in testing new samples of search and rescue equipment and equipment;

5) considers proposals to improve the search and rescue support of aviation flights of the Republic of Kazakhstan;

6) considers training programs (courses) for search and rescue aircraft crews, RPLG personnel, GSRT;

7) defines the boundaries of regional search and rescue regions, regions of organization of search and rescue aircraft duty, forces and means belonging to state, civil and experimental aviation.

43. The work of the Coordinating Council is supported by a secretariat from the Civil Aviation Committee. The Coordinating Council issues decisions based on the functions assigned to it and monitors their implementation. If necessary, the Coordinating Council may make proposals on the formation of special working groups in order to study in detail various issues in the field of SARS and find suitable solutions, depending on the agenda.

**Paragraph 10. Risk management and security**

**in the search and rescue system**

44. In accordance with the provisions of the Manual on International Aviation and Maritime Search and Rescue (ICAO DOC/IMO 9731, VOLUME 1, Appendix L, 2019 edition), it is necessary to apply risk management principles to assess the effectiveness of the response of search and rescue units and the functioning of the search and rescue system. All interested organizations in the search and rescue system should apply a risk-based approach, which includes a cycle of continuous improvements (identification of hazards, risk assessment, preparation and implementation of corrective action plans, their verification). Depending on the requirements imposed by the legislation, such organizations will implement a quality system and/or a safety management system. Taken together, these measures constitute a System for ensuring the quality and Safety of the search and rescue system. The Coordinating Council will review the reports of organizations involved in search and rescue operations in such a system in order to ensure the proper functioning of the system.

45. It is expected that all interested SARS organizations should have:

coordination agreements/arrangements/procedures specifying the respective roles and responsibilities, services provided, accessibility, KPIs and oversight mechanisms;

mechanisms for conducting reviews after search and rescue operations and management reviews;

providing safety indicators, including lessons learned from aviation accidents/accidents and health and safety reviews;

Register of system and operational risks in the search and rescue system, as well as corrective or preventive actions that prevent or minimize risks and the possibility of non-standard indicators of the search and rescue system;

internal quality control mechanisms, including regular internal audits of facilities and procedures to ensure that the organization complies with the requirements of relevant legislation, including, if applicable, aviation legislation; data protection legislation; labor legislation; and occupational health and safety legislation.

46. The Coordinating Council should ensure:

regular reviews with a view to updating agreements on aviation search and rescue at the international level;

regular checks of agreements/agreements/technologies of interaction between participants of the search and rescue system;

Preparation of documents (if necessary) to the Joint ICAO/IMO SAR Working Group for the exchange of lessons learned and experience with other States for the continuous improvement of the global search and rescue system;

regular analysis of operational data of search and rescue operations and exercises to identify trends and areas of improvement (with the obligation to make this information available to all participants and stakeholders represented by aircraft operators);

Annual review of the search and rescue system to identify any specific gaps in capabilities and/or areas for improvement over the minimum requirements of the

relevant international conventions and guidelines (including Annex H of the IAMSAR guidelines).

**Chapter 2. Vision of the tactical and operational levels of the search and rescue flight support system**

**Paragraph 1. General provisions on the tactical and operational levels of the search and rescue flight support system**

47. The tactical and operational levels of the SARS system cover the direct conduct of search and rescue operations.

48. This Chapter outlines the main approaches to conducting search and rescue operations, which are based on the requirements of national and international law.

**Paragraph 2. Kazakhstan region of search and rescue**

49. Search and rescue is organized throughout the territory of the Republic of Kazakhstan, as well as within the boundaries of flight information in the Caspian Sea (Appendix 1 (SRR Map)). The territory of the search and rescue region, depending on the decisions of the Coordinating Council, in which auxiliary search and rescue regions are established. The auxiliary boundaries of the search and rescue region may coincide with the flight information regions or the regions of responsibility of local ATC units or areas or radii of search and rescue aircraft. More detailed plans for the organization of the SARS for the auxiliary search and rescue rregion are published on the website of the air navigation service provider [www.ans.kz](http://www.ans.kz)

50. The Kazakhstan SAR region, in turn, borders on the search and rescue regions of Russia, China, Kyrgyzstan, Uzbekistan, Turkmenistan and Azerbaijan.

**Paragraph 3. Tactical Level - SAR Coordinators - Roles and responsibilities**

51. By the decision of the management of the ARCC, a coordinator is appointed for each search and rescue operation:

1) search and rescue operation coordinator (hereinafter referred to as the SMC) from among the personnel who are part of the ARCC;

2) aircraft (hereinafter referred to as the Aircraft coordinator (ACO)), coordinating the use of several search and rescue aircraft (from among the specialists of the RSE "Kazaeronavigatsia"), in coordination with the head of the operational headquarters for emergency response.

52. A specialist of the RSE "Kazaeronavigatsia", included in the operational headquarters, performs his functions from the workplace of an air traffic service specialist (or a place equipped with communication facilities).

53. The tasks of the SMC are:

1) receiving and collecting data related to an emergency situation;

2) development of an initial search and rescue operation plan in relation to a specific emergency situation;

3) analysis of the progress of the search and rescue operation;

4) interaction with government agencies in order to attract additional search and rescue forces and means;

5) coordination of actions with the MES RK, the ACC (auxiliary coordination center) of state aviation, as well as coordination centers of border states;

6) maintaining in chronological order an accurate and constantly updated record of information related to the search and rescue operation;

7) announcement/closure of emergency stages;

8) notification of the DIAIT, whose functions include the investigation of aviation accidents and incidents;

9) preparation of the final report on the progress of the search and rescue operation.

54. The tasks of the ACO are:

1) ensuring flight safety:

maintaining safe separation of aircraft in cooperation with the ATS authorities;

informing the SMC about the weather conditions at the site of the search and rescue operation;

setting the points of entry of aircraft into and out of the search zone, as well as the absolute heights of flights;

filtering of radio messages sent to and from search and rescue aircraft;

coordination of the use of dedicated radio frequencies in search and rescue operations;

coordination of actions with related ATC units.

2) prioritization and distribution of tasks:

ensuring that the crews of search and rescue aircraft are aware of the general plan for the search and rescue operation;

monitoring the coverage of the search and rescue region and providing relevant data;

instructing the crews of search and rescue aircraft on the implementation of the tasks set by the coordinator at the site of the search and rescue operation.

3) coordination of the search region coverage:

responding to changes in the conditions of the search and rescue operation and monitoring the effectiveness of the search;

issuing recommendations to the coordinator at the site of the search and rescue operation to ensure the constant readiness of search and rescue aircraft;

4) submission of summary reports to the ARCC;

5) constant interaction with the coordinator at the site of the SARO(W), providing him with methodological assistance on the use of search and rescue aircraft.

55. The general management of the search and rescue operation at the place of the operation is carried out by the coordinator at the place of the SARO(W).

56. The coordinator at the place of the SARO(W) (OSC) is the Chief of the operational staff appointed in accordance with the Law of the Republic of Kazakhstan "On Civil Protection". This is an official of MES RK or its territorial subdivision, who is the deputy head of emergency response.

57. The tasks of the OSC venue are:

1) management of the allocated forces and means at the site of the search and rescue operation;

2) interaction with the ARCC, MES RK on the implementation of the initial plan for the search and rescue operation, its further development and clarification;

3) determination of communication methods at the site of the search and rescue operation;

4) control over the actions of search and rescue forces and means;

5) ensuring the safe conduct of the search and rescue operation;

6) daily submission to the ARCC, the authorized body in the field of civil protection of the report on the results of the search and rescue operation;

7) registration of all the details of the SARO(W) (time of arrival at the place of the search and rescue operation and departure from this region of search and rescue forces and means, surveyed areas, the interval between the lines of the path used in the search; objects and signs detected, actions taken, results obtained);

8) submission of recommendations to the coordinator of the SARO(W) and MES RK, the heads of the forces and means involved on the release of forces and means that are no longer required;

9) submission to the ARCC, MES RK of information on the number of survivors and their surnames;

10) request to the ARCC, MES RK for additional required assistance.

**Paragraph 4. Management of search and rescue operations (works) including the transfer of responsibility between the coordinators**

58. The decision-making and management system during the SARO(W) is divided into the following levels:

1) Initial stage of SARO(W);

2) SARO(W) zone expansion stage;

3) SARO(W) completion (suspension) stage

59. At the initial stage of the SARO(W), the coordination of actions and decision-making is carried out by the ARCC in coordination with the authorized body in the field of civil protection.

60. The initial stage of the SARO(W) extends in time from the moment of occurrence of the emergency stage and before the start of the operation of the operational headquarters or the closure of the emergency stage, whichever comes first.

At the stage of expansion of the SARO(W) zone, the head of the SARO(W) ensures decision-making in cooperation with the authorized body in the field of civil protection and, if necessary, the ARCC.

61. The stage of expansion of the SARO(W) zone extends from the beginning of the operational headquarters (its first meeting) and until the emergency stage is closed.

62. At the stage of completion of the SARO(W), the head of the SARO(W) ensures decision-making in cooperation with the head of the accident investigation commission.

63. The direct management of the SARO(W) in the search and rescue regions is carried out by the operational headquarters of the SARO(W) (hereinafter referred to as the Operational Headquarters) of the areas of responsibility for search and rescue support of flights created under the territorial divisions of the authorized body in the field of civil protection.

64. Operational headquarters in the process of managing search and rescue forces and means:

1) organizes the actions of all allocated search and rescue forces and means for the purpose of rapid detection and immediate assistance to victims;

2) directs search and rescue aircraft to the disaster site;

3) determines the search region for each search and rescue crew, taking into account the fuel reserve, daylight hours, as well as actions in case of worsening weather conditions.

65. When managing the SARO(W), the main tasks of the SARO(W) headquarters of the area of responsibility for the SARO(W) are:

1) direct management of the actions of air and ground search and rescue forces and means in the production of search and rescue;

2) ensuring coordinated actions of forces and means involved in search and rescue;

3) ensuring the buildup of forces and means in the search and rescue process.

66. Operational headquarters, directly managing the conduct of the SARO(W):

1) give instructions to the bodies subordinate to them and report these instructions to the authorized body in the field of civil protection;

2) inform the ARCC about the development of events;

3) if necessary, request additional air and ground search and rescue forces and means for search and rescue through the authorized body in the field of civil protection;

4) submit a daily progress report on the implementation of the SARO(W) to the authorized body in the field of civil protection and the ARCC.

67. The issuance of instructions by operational headquarters and the reception of information from search and rescue aircraft in flight is carried out through the ATC units, or through the ACO.

**Paragraph 5. Operational level – search and rescue forces and means - roles and responsibilities**

68. In each auxiliary search and rescue region, search and rescue aircraft on duty are assigned. The distribution of the regions of responsibility of the search and rescue aircraft on duty is carried out by the decision of the Coordinating Council, based on the existing composition of search and rescue aircraft in civil, state and experimental aviation, as well as with the condition that the search and rescue aircraft routes, regions of aviation operations are blocked by the radius of action of the search and rescue aircraft.

69. The deployment of search and rescue aircraft on duty is carried out at airfields or landing sites that allow them to be ready for departure within the time limits established by the Rules of the SARS.

70. RSE "Kazaeronavigatsia" concludes contracts with aircraft operators in accordance with the procedure established by the legislation of the Republic of Kazakhstan for the duty of search and rescue aircraft in search and rescue regions assigned to civil aviation in accordance with the decision of the Coordinating Council.

71. The duty of search and rescue aircraft includes:

1) constant readiness of the search and rescue aircraft crew on duty to perform official duties (professional activity) within the established time limits, during the period of duty;

2) the constant readiness of the search and rescue aircraft for departure on time (note: Annex 3 to the NSRP contains the established deadlines for the readiness of the search and rescue aircraft on duty for departure);

3) ensuring the delivery of the crew on duty to the location of the search and rescue aircraft for departure to the search and rescue region.

72. The cost of the search and rescue aircraft duty additionally includes departures of the search and rescue aircraft on duty by the decision of the ARCC during the SARO(W) to clarify the situation, training flights to maintain the level of preparation and performance of the SARO(W) and conducting exercises on search and rescue support flights, in the amount of the number of flight hours, stipulated by the contract.

73. An aircraft operator who has concluded an agreement with an ANS supplier for the duty of search and rescue aircraft in search and rescue areas ensures the constant readiness of the crew and aircraft for departure on time and is responsible for non-fulfillment of the terms of the contract in accordance with the legislation of the Republic of Kazakhstan.

74. The distribution of civil search and rescue aircraft on duty is given in Annex 4 to the NSRP. At the same time, depending on the decisions of the Coordinating Council, the locations of aircraft may change periodically.

75. Interactions with the International Satellite Search and Rescue System (COSPAS-SARSAT): The ARCC receives through the designated SPOC information on distress signals received from the International satellite Search and rescue system (hereinafter – COSPAS-SARSAT), and brings it to the search and rescue forces on duty in the search and rescue regions. In order to ensure such interaction, the ARCC has a corresponding agreement with the point of contact of Search and rescue (SPOC). The SPOC also has an agreement with the MCC (Mission Control Center) located in Russia (Moscow).

76. The actions of search and rescue aircraft crews when performing search and rescue operations (works) are determined by the Rules of the SARS, as well as the instructions of the search and rescue aircraft crew on duty, developed by the aircraft operator. The search for disaster victims using radio equipment is the main method of search. The crew reports on the time and place of flight by the search and rescue aircraft of the emergency beacon (radio beacon) to the ATC with which it is in contact. If, as a result of a radio-technical search, disaster victims are not detected and communication with them is not established, a visual search is performed by the decision of the commander of the search and rescue aircraft (if necessary, in agreement with the head of the SARO(W)). Regardless of the search method used (radio engineering or visual), in the first two days of the search, flights are performed with the onboard search equipment included (if available).

77. Visual search is carried out by specified squares. The division of the search region into squares is carried out by the head of the SARO(W) or the ACO. The order of examination of the search region by squares is indicated to the crew of the search and rescue aircraft before departure or via radio communication channels after departure. During visual search, observers are included in the crew. The commander of the search and rescue aircraft determines for each crew member and observer the viewing sectors of the area being flown.

78. After landing the aircraft at the disaster site, the commander of the aircraft first of all organizes the provision of pre-medical or first aid to the victims and their evacuation to the nearest airfield or medical facility.

79. Pre-medical or first aid is provided at the disaster site in the order of self- and mutual assistance. Pre–medical or first aid is provided directly at the disaster site by medical personnel who are part of the rescue teams of the RPLG, GSRT, and if it is impossible to provide it - in the nearest medical institutions.

The order of evacuation and the type of transportation of victims are determined by a medical professional at the disaster site, while using the opportunity to consult with specialists by radio.

80. If it is impossible to land, the commander of the search aircraft parachutes the RPLG by parachute or lands them by helicopter from the hovering mode using a trigger device or winch. The lifting of the victims of the disaster on board the helicopter in hovering mode is usually carried out with the help of a rescuer.

81. Features of search and rescue operations in the Caspian Sea: the boundaries of the Kazakhstan search and rescue region coincide with the horizontal boundaries of the flight information region in the Caspian Sea, as indicated in Annex 1 to this Plan. In order to ensure the conduct of search and rescue operations at sea, along with aviation units, ships and sea vessels of territorial divisions of interaction bodies (MES RK, the Ministry of Defense of the Republic of Kazakhstan and the National Security Committee) are involved. Coordination of actions is carried out at the initial stage between the ARCC and a representative of the Naval Forces of the Armed Forces of the Republic of Kazakhstan, and at the stage of expansion of the search and rescue operation - with the commander of the search and rescue operation (operational headquarters).

82. A representative is appointed to interact with relatives of passengers and crew members of the aircraft in distress, as well as with the mass media by the head of the SARO(W). The Representative provides regular information on the progress of the SARO(W) in the form of the following information:

1) the general reason for the SARO(W);

2) the type of the affected aircraft;

3) name (surname) of the owner/operator of the aircraft (only after informing the owner/operator and obtaining permission from him);

4) flight number (only after informing the owner/operator and obtaining permission from him);

5) the number of persons on board the aircraft;

6) general search region;

7) the number and types of aircraft involved in the search, and the number of flight hours;

8) ground search activities (if necessary);

9) details of other authorities involved in the search;

10) contact phone number for the next of kin to receive information from them;

11) contact phone number for more information;

12) contact phone number for mass media.

83. The Representative maintains direct contact with the head of the SARO(W) and the ARCC, in order to update the incoming information.

In order to avoid harming the investigation process, the designated representative avoids discussing with outsiders, as well as expressing personal opinions or assumptions during interviews for the media about the causes of the incident or possible ways to prevent it.

The names of the dead civilians are not disclosed until the consent of the relatives is obtained.

Before notifying relatives, information about the number of dead, survivors and wounded is disclosed. The names of the dead from among the military personnel can be disclosed only on the instructions of the head of the military unit to which they belong.

The names of the survivors are not disclosed until their exact identification is completed.

84. The ARCC immediately notifies all bodies, centers, services or facilities that were involved in the SARO(W) about the completion of the SARO(W) ). The initial report is carried out by telephone (radio), and the final one - within a day from the moment of completion of the SARO(W). The ARCC, together with the ACC of state aviation, draws up a report on the results of the SARO(W) within a month and sends copies of it to the MIID RK, MES RK and the Ministry of Defense of the Republic of Kazakhstan. The format of the report is set in accordance with the Rules of the SARS. The report is stored by the ARCC for five years from the date of completion of the SARO(W).

85. In order to increase the efficiency of SARO(W), the following are organized:

1) exercises of forces and use of means involved in search and rescue support of flights on the territory of the Republic of Kazakhstan (SAREX);

2) periodic visits to the coordination centers and auxiliary search and rescue centers of other States by specialists involved in search and rescue support of flights and the staff of the ARCC in order to establish and maintain communication between them.

SAREX are conducted during periods of time when the probability of carrying out SARO(W is insignificant.

86. Activities for conducting joint exercises with the participation of both their own search and rescue services and similar search and rescue services of other States are organized by the authorized bodies responsible for search and rescue support of flights of the participating States of the exercises.

87. The SAREX are divided into:

1) communications connected with the periodic use of established channels and means of communication between all search and rescue forces to ensure the reliability of communication in case of real emergencies;

2) coordination, which involve imitation of response measures to a crisis situation based on developed scenario plans with partial deployment of search and rescue forces and means;

3) full-scale (field), with the involvement of search and rescue forces and means provided for by the regional plan of the organization of the SARO(W) in order to search for an object simulating an aircraft in distress or has been in distress.

88. Annual exercise plans and scenario plans for coordination and full-scale exercises are approved by the Coordination Council.

89. Personnel training: training of specialists of the ARCC covers training in search and rescue support of flights according to training and advanced training programs approved by the authorized body in the field of civil aviation. Upon completion of the training, the specialists of the ARCC are awarded the qualification of a SARO(W) coordinator (SMC).

90. On-the-job training and qualification check of specialists of the ARCC is carried out by instructors and the head of the ARCC.

91. The training and advanced training of the ACO is carried out according to the AAK approved training and advanced training programs. Upon completion of the training, the specialists of the ANS supplier are awarded the qualification of ACO.

92. GSRT undergo special and preliminary training for SARO(W) according to approved programs of MES RK. Such programs cover the ability to receive and transmit a disaster message; to conduct radio communication with other search and rescue teams; to direct search and rescue forces and means to the disaster site; to evacuate and extract victims from an emergency aircraft, to provide pre-medical or first aid, to evacuate victims from the disaster site.

93. RPLG undergo special and preliminary training for SARO(W) according to the approved programs of MES RK or the Ministry of Defense of the Republic of Kazakhstan (depending on the affiliation of the group). The content of the training program is usually equivalent to the training of GSRT. Also, RPLG personnel are trained to perform parachute jumps at any time of the day in various climatic and geographical conditions.

**Paragraph 6. Coordination of actions with the authorities conducting the investigation of aviation accidents**

94. In accordance with the Law of the Republic of Kazakhstan "On the Use of the Airspace of the Republic of Kazakhstan and Aviation activities" in civil and experimental aviation, the investigation of an aviation accident or incident is carried out by a commission established by the DIAIT.

95. The objectives of the investigation of an aviation accident or incident are to establish the causes of the event and (or) related factors, to develop recommendations for the prevention of aviation accidents and incidents in the future and to ensure safety. The Commission for the investigation of an aviation accident or incident should be guided by the principles of objectivity and impartiality in the ongoing investigation. In order to ensure the independence of the investigation, the commission for the investigation of an aviation accident or incident is formed taking into account the exclusion of a conflict of interests. An aviation accident or incident that occurred with a foreign aircraft on the territory of the Republic of Kazakhstan is subject to investigation by a commission established by the DIAIT or is investigated by mutual agreement by a foreign State of the country of registration of the aircraft (operator).

96. In cases where the measures taken to search have not yielded results, the decision to terminate the search for an aircraft in distress is taken by the chairman of the investigation commission in consultation with the owner of the aircraft and the head of the search and rescue team.

97. In accordance with the Criminal Procedure Code of the Republic of Kazakhstan, the investigation of violations of traffic safety rules or the operation of railway, air, sea or river transport, which entailed serious consequences, is carried out by the internal affairs of the Republic of Kazakhstan. In this connection, coordination is also carried out with the investigating authorities.

 Appendix 1

to the National Plan for

Search and Rescue in the

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 Appendix 2

 to the National Plan for

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**List of international agreements concluded by the Republic of**

**Kazakhstan in the field of search and rescue support of flights**

1. Convention on International Civil Aviation (ratified by the Resolution of the Supreme Council of the Republic of Kazakhstan dated July 2, 1992).

2. Cooperation agreements on the organization and conduct of search and rescue support for flights of civil aviation aircraft (approved by the Decree of the Government of the Republic of Kazakhstan dated September 1, 1997 N 1314) - entered into force for the States:

Republic of Uzbekistan - March 23, 1995; Republic of Armenia - March 23, 1995; Republic of Belarus - March 23, 1995; Kyrgyz Republic - December 28, 1995; Republic of Kazakhstan - September 29, 1997; Ukraine - September 22, 1998; Republic of Moldova - June 13, 2005. It is temporarily applied to the following States: the Republic of Azerbaijan - since December 9, 1994; Georgia - since December 9, 1994; the Russian Federation - since December 9, 1994; the Republic of Tajikistan - since December 9, 1994; Turkmenistan - since December 9, 1994.

3. Agreements between the Government of the Republic of Kazakhstan and the Government of the Russian Federation on cooperation in the field of aviation search and rescue (ratified by the Law of the Republic of Kazakhstan dated June 20, 2017 No. 78-VI).

4. Agreements between the Government of the Republic of Kazakhstan and the Government of the People's Republic of China on cooperation in the field of aviation search and rescue of civil aircraft (agreement signed, pending ratification).

 Appendix 3

 to the National Plan for

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**The established deadlines for the readiness of the search and rescue aircraft on duty for departure**

1. Three degrees of readiness are established for search and rescue forces and facilities on duty in accordance with paragraph 41-1 of the SARS Rules:

1) readiness No. 1:

search and rescue aircraft are ready for immediate departure, engines have been tested, ground power sources are connected, rescue equipment is on board the aircraft and prepared for immediate use;

the flight crew, RPLG (if available) are on the aircraft, and the technical staff is at the aircraft;

the task has been assigned to the crews and, if necessary, is clarified in flight by radio, the crew commander is in radio contact with the flight control center;

The GSRT is ready for immediate exit to complete the task;

helicopter departure and exit of the GSRT – no later than in 10 minutes;

the departure of the aircraft is 15 minutes after the command is given.

2) readiness No. 2:

search and rescue aircraft are ready for departure, engines have been tested, rescue equipment is on board the aircraft and is ready for use;

flight and technical personnel, RPLG (if available) are located in a specially designated place near the aircraft;

the crews were given instructions on the organization of takeoff and the method of search;

the search task is specified before departure and, if necessary, during the flight;

the personnel of the GSRT is located in the places determined by the head of the unit, the property and equipment of the GSRT are packed and loaded onto vehicles that are prepared to go out to perform tasks, the location of the vehicles is indicated in the instructions for flight operations in the area of the airfield;

helicopter departure and exit of the GSRT – no later than 20 minutes after the command is given;

the departure of the aircraft is no later than 30 minutes after the command is given.

3) readiness No. 3:

search and rescue aircraft, cars and other search and rescue equipment are ready for use and are located in designated locations (airfields, parking lots or garages);

the flight, technical and personnel of the RPLG and GSRT are in classes, work and rest;

the departure of search and rescue aircraft of the state aviation, the exit of the GSRT no later than 30 minutes in summer, 45 minutes in winter; the time interval required for the departure of search and rescue aircraft of the Aviation Service of the National Security Committee of the Republic of Kazakhstan from readiness No. 3 is 2 hours 30 minutes in summer and 3 hours in winter.

For civil aviation crews, the time of departure from readiness No. 3 is no later than 2 hours and 20 minutes after the command is given.

Notes:

1. For state aviation crews:

1) the time of readiness class No. 2 from readiness No. 3 is 10 minutes (from the rest position, non–working time is 2 hours 10 minutes);

2) the time of readiness class No. 1 from readiness No. 3 is 20 minutes (from the rest position, non–working time is 2 hours 20 minutes);

3) the time of readiness class No. 1 from readiness No. 2 is 10 minutes.

2. For civil aviation crews, the time of readiness classes No. 1 and 2 from readiness No. 3 is 2 hours and 20 minutes.

3. The time spent by the crews of search and rescue aircraft:

in readiness No. 1 - no more than 2 hours;

in readiness No. 2 – around the clock (no more than 2 days);

when on duty in readiness No. 2 only for the period of flights with subsequent transition to readiness No. 3 – 7 days (for state aviation crews);

in readiness No. 3 for state aviation crews and civil aviation crews (outside of permanent bases) – no more than 15 days.

2. The ARCC, together with ACC of state aviation, carries out daily monitoring of search and rescue aircraft duty in accordance with the plans of the organization of the SARO(W).

3. Operators of search and rescue aircraft on duty who have concluded an agreement with the supplier of the ANS, report daily to the ARCC at the set time information about search and rescue aircraft crews on duty, readiness to perform flights of search and rescue aircraft.

 Appendix 4

 to the National Plan for

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| Locations of search and rescue helicopters on duty |
| --- |
| Location | Coordinates | Aircraft type | Remarks |
| 1 | 2 | 3 | 4 |
| Aktau | 43°51'36”N 051°05'27”E | Ec-145 | Daytime |
| Аktobe | 50°14’46”N 057°12’20”E | Ec-145 | Daytime |
| Almaty | 43°21’20”N 077°02’38”E | Mi-17 | Daytime |
| Atyrau | 47°07’19”N 051°49’12”E | Mi-17 | Daytime |
| Balkhash | 46°53’39”N 075°00’16”E | Bo-105 | Daytime |
| Beineu | 45°19’56”N 055°07’37”E | Bo-105 | Daytime |
| Karaganda | 49°40’18”N 073°20’07”E | Ec-145 | Daytime |
| Kokshetau | 53°19’49”N 069°35’44”E | Bo-105 | Daytime |
| Kostanay | 53°12’26”N 063°32’56”E | Bo-105 | Daytime |
| Kyzylorda | 44°42’23”N 065°35’27”E | Mi-17 | Daytime |
| Nur-Sultan | 51°01’21”N 071°27’58”E | Mi-17 | Daytime |
| Pavlodar | 52°11’43”N 077°04’24”E | Ec-145 | Daytime |
| Petropavlsk | 54°46’32”N 069°11’10”E | Bo-105 | Daytime |
| Shalkar | 47°54’06”N 059°37’08”E | Bo-105 | Daytime |
| Semey | 50°21’06”N 080°14’02”E | Bo-105 | Daytime |
| Shymkent | 42°21’54”N 069°28’32”E | Ec-145 | Daytime |
| Taldykorgan | 45°07’21”N 078°26’34”E | Ec-145 | Daytime |
| Taraz | 42°51’16”N 071°18’08”E | Ec-145 | Daytime |
| Torgai | 43°38’07”N 063°28’59”E | Bo-105 | Daytime |
| Uralsk | 51°09’07”N 051°32’38”E | Bo-105 | Daytime |
| Usharal | 46°11’27”N 080°49’52”E | Bo-105 | Daytime |
| Ust-Kamenogorsk | 50°02’12”N 082°29’37”E | Ec-145 | Daytime |
| Zheskazgan | 47°42’33”N 067°44’18”E | Bo-105 | Daytime |

 Appendix 5

 to the National Plan for

Search and Rescue in the

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**Definitions and abbreviations used in the National Search and Rescue Plan**

1) emergency phase - a generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

2) an emergency situation - a special situation in flight in which it is necessary to make an emergency landing of the aircraft, or a situation preventing the transition of which into a catastrophic situation is associated with a significant increase in physical and psychological stress on the crew and requires high professional skill from him;

3) alert phase – a situation wherein apprehension exists as to the safety of an aircraft or marine vessel and of the persons on board.;

4) distress phase – a situation wherein there is reasonable certainty that a vessel or other craft, including an aircraft or a person, is threatened by grave and imminent danger and requires immediate assistance;

5) uncertainty phase – a situation wherein doubt exists as to the safety of an aircraft or a marine vessel, and of the persons on board;

6) tack – the line of the aircraft's path from turn to turn;

7) ground search and rescue team (hereinafter referred to as GSRT) - a team consisting of specially trained personnel and equipped with equipment designed to conduct SARO(W);

8) square – the area within the boundaries of the search and rescue area in the form of a rectangle with equal sides;

9) dangerous goods – products or substances that are capable of causing a threat to health, safety, property or the environment and which are listed in the List of Dangerous Goods "Technical Instructions for the Safe Transport of Dangerous Goods by Air", ICAO, DOS 9284 AN-905;

10) rescue – an operation to retrieve persons in distress, provide for their initial medical or other needs and deliver them to a place of safety;

11) rescue parachute landing group (hereinafter referred to as RPLG) – a group consisting of aviation rescuers of state aviation and/or rescuers of emergency rescue services and formations of the authorized body in the field of civil protection, prepared for parachute jumps, equipped with equipment designed for carrying out SARO(W) and located on board a search and rescue aircraft;

12) state of registration – the state in whose register the aircraft is entered;

13) The Search and Rescue Coordination Center (hereinafter referred to as the ARCC) is the body responsible for facilitating the effective organization of the work of the search and rescue service, for coordinating the conduct of PSO (R) within the search and rescue areas of the Republic of Kazakhstan;

14) Q-code – a code designation and abbreviation for communication between the crew of the aircraft and dispatchers of air traffic services (hereinafter – ATS) or air traffic control (hereinafter – ATC), as well as between airports;

15) aviation forces and means of search and rescue – aircraft with crews and means of rescue and life support, RPLG with rescue equipment and equipment, as well as means of their landing to the disaster site (parachute systems, rescue containers, parachute platforms) and GSRT;

16) Rescue sub-centre (RSC) - a unit subordinate to a rescue coordination centre established to complement the latter according to particular provisions of the responsible authorities.r;

17) search – an operation, normally coordinated by a rescue coordination centre or rescue sub-centre, using available personnel and facilities to locate persons in distress.

20) search and rescue service – the performance of distress monitoring, communication, coordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources, including cooperating aircraft, vessels and other craft and installations;

21) search and rescue forces and means – a concept that includes search and rescue aircraft with their crews, rescue and life support equipment, RPLG and GSRT with rescue equipment, equipment and means of their delivery to the disaster site, bodies and points of communication, control and management;

22) the state aviation control point - is a structural subdivision of the authorized body in the field of state aviation;

23) Search and rescue region (SRR) - an area of defined dimensions, associated with a rescue coordination centre, within which search and rescue services are provided.;

24) NOTAM – a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.;

25) Coordinator at the location of the SARO(W) – a person appointed to coordinate the SARO(W) in a particular area;

26) SARO(W) Coordinator – an official temporarily appointed to coordinate response measures in connection with a real or suspected emergency situation;

27) Aircraft coordinator (ACO) – A person or team who coordinates the involvement of multiple aircraft in SAR operations in support of the SAR mission coordinator and on-scene coordinator;

28) The COSPAS-SARSAT system - is an international satellite system designed to detect emergency beacons transmitting signals at a frequency of 406 MHz;

29) search and rescue aircraft on duty - a trained search and rescue aircraft with a crew having professional training in flight safety and access to perform aviation search and rescue.